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RS/AN
ANALYSIS BRANCH

FROM : AMEMBASSY, ROME

DATE: December 16, 1966

SUBJECT : CIVAIR: Press Prelude to Bilateral Negotiations

REF :

RSR file
noted
AV-Rodriguez
12/20/66

Air Press, an aviation news agency in Rome that puts out a weekly bulletin, began in its issue of December 10 to run a series of articles on the forthcoming bilateral civil air aviation negotiations between Italy and the US.

The articles are attributed to the "Diplomatic Correspondent of Air Press", and from both internal and external indications, the Embassy believes the articles have been prepared by Air Press editor Fausto Alati in close collaboration with the working level of the Italian Foreign Ministry. We believe the articles will be worthwhile in showing the attitude of the Foreign Ministry before the negotiations, and therefore propose to send informal translations of them as they appear. Enclosure 1 is the first instalment.

Enclosure: as stated

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Drafted by: EJON:PCNarten/ad

Contents and Classification Approved by: MINECON: SLWMellen

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Enclosure 1
From: Rome
A-494

TOWARD A US-ITALY AIR TRAFFIC AGREEMENT

CONDITIONS IN ITALY IN 1948

In one month, January 9, 1967, delegations of the Governments of the United States and Italy will meet in Rome to negotiate the air transport agreement between the United States and Italy. The delegations will be led by two career diplomats and not by the heads of Civil Aviation. This indicates the attention and care given by the Governments to the initiation of the conversations which are defined as "delicate."

After the denunciation of the agreement in force since February 6, 1948 -- denunciation which occurred in accordance with article 9, on June 1, 1966 - the negotiations, evidently, must begin at the beginning and the members of the delegations must forget - according to the diplomatic correspondent of Air Press - all that happened at preceding meetings, at which no solution was found to the many problems brought forth, whether regarding technological progress, whether regarding expansion of air traffic, whether regarding the rapid and luxuriant growth of the Italian company. On February 6, 1948, when Minister of Foreign Affairs, Count Sforza, and the Ambassador of the United States of America, James Clement Dunn, signed the agreement and the relative amendments, Italy had everything to offer and little to ask. Unfortunately, the period of the Armistice and the succeeding peace pacts placed Italy at the mercy of the winning nations. The United States, at this time, with its Marshall Plan and other concrete help, collaborated effectively in the reconstruction of the Italian nation. Italy, for its part, asked to be part of the Atlantic Pact. A situation, therefore, not adapted to negotiation; but a psychological condition which tended to express goodwill and gratitude towards those who brought aid and work. In these circumstances the possibility of an air traffic agreement with the victor seemed a considerable achievement.

At first the agreement operated only unilaterally: the American airlines gradually initiated services to Italy. It was only in 1950 that Italy began to fly the route to the United States, after an exchange of letters (21 and 24 March) between the Governments for the designation of Italian national carriers. An amendment of August 4, 1960, in the meanwhile permitted the United States to land in Milan, Turin, Rome, Naples, and conceded landing rights to Italy in Boston, New York and beyond, and Chicago. But, with increasing traffic and the expansion of the Italian company, the first disputes arose: Italy had become a free nation and economically interested in defending what it considered to be its rights; the "Bermuda principles", strenuously defended by the United States, who believe blindly in this "magna charta libertaria", began to create dissensions, and the first disagreement appeared regarding the interpretation of "freedoms of the air" established in Chicago. (To be continued)

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